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CHESAPEAKE & OHIO Historical Newsletter is a must for anyone interested in the past or present operations of the C&O. Each month an average of 18 pages of text along with 6-10 half-tone photos are presented as well as additional photo pages and diagrams, drawings, etc. in special issues. Monthly column on modelling with a C&O prototype, historical section and section on current news. Much coverage of C&O/AMTRAK operations and many stories of the history of C&O passenger service. $4.25 per year; free sample. C&O Historical Newsletter, P.O. Box 417, Alderson, W.Va. 24910.

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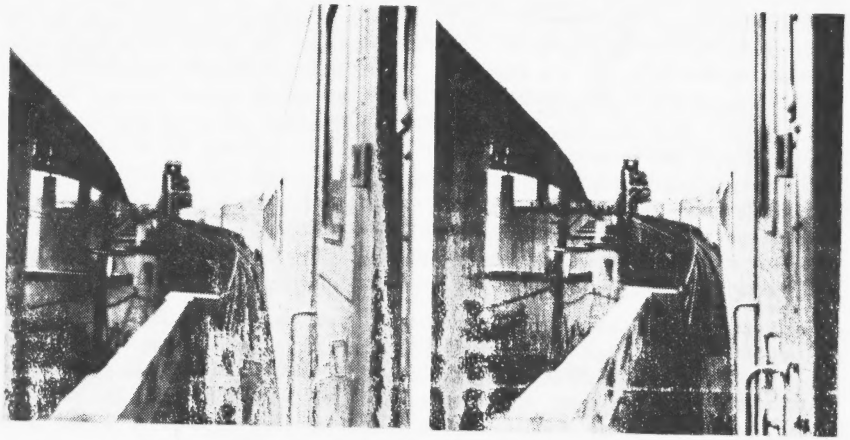
RAIL TRAVEL newsletter

25¢

VOL. 3 NO. 16
SECOND ISSUE OF
AUGUST 1973
#66

THE SFZ IN 3-D



ON THE COVER: Stereo photos aboard the SAN FRANCISCO ZEPHYR, trains 5 & 6. Top, i SP dome lounge 3601; bottom, train 5 coming off the big Carquinez railroad bridge near Martinez, California, with a non-dome consist. To view the pictures in stereo use a pair of 3-D glasses or view with the naked eyes in this way: in bright light, fixate a distant object, then bring the photo pair before your eyes at normal viewing distance while still staring into the distance. You will see 3 pictures, the middle one of which consists of the 2 photos overlapping. It should fuse into a sin gle 3-dimensional picture. With practice it can be done more easily. Be sure to hold photos level.

The special feature on trains 5 & 6 which starts on page 4 is the third in our sometimes series on Amtrak trains. Trains 1 & 2 were covered in the Nov. 1, 1971 issue, trains 3 & 4 in the Feb. 21, 1972 RTN. Both issues are now out of print. Our first and only other stereo cover graced the Dec. 20, 1971 issue. Speaking of 3-D, perhaps the three D's of the SFZ should be Domes, Diners, and Deferred track maintenance. We hope you find this brief feature interesting and informative.

LETTERS

This summer operations at Chicago Union Station have been fouled up like never before (and I've been watching for several years). Almost all trains out of the south end of the station (PC, ICG, BN, AT&SF) depart late, sometimes one or two hours late. One week ago, for instance, my brother and I stopped by Union Station at 4:40 pm, expecting to observe the TEXAS CHIEF, SFZ, PANAMA, IZ, SUPER, etc. After fighting our way thru hundreds of milling passengers, tho, we found that only the SFZ was in the trainshed (this was ten minutes after its scheduled departure time) and was not even boarding due to some sort of mechanical malfunction with one of the sleepers.

Things are much better on the Milwaukee Road end of the station. Even the trans continental trains depart on time, and crowds are handled with a minimum of fussing I personally believe that the Milwaukee Road provides better service than any other Amtrak subcontractor, and as Paul Rayton observed this spring, the "Route of the Hi wathas" has much fine lineside scenery. Further, the Milwaukee's hitherto neglect roadbed and downgraded signaling system is getting much-needed attention. As I reported some time ago, the Milwaukee has agreed to undertake an upgrading of the Chicago-Milwaukee main line to benefit Amtrak trains, commuter services (which will eventually come under the authority of a regional transit body) and its own freight runs, whose schedules have been padded the last few years. Starting in mid-July, one track of the double-track main line between Techny and Rondout (20 & 33 miles north of Union Station, respectively) has been shut down between rush hours on weekdays so that track crews can reballast the roadbed and realign the rails for high-speed operation. This program will be extended along the entire Chicago-Milwaukee line during the fall. At the same time, the Milwaukee's signaling system will be rebuilt to conform to ICC standards for 100mph operation.

Michael Blaszak

Park Ridge, Illinois

Great cattle drive, a la Amtrak. Scene--Chicago Union Station. Date--Aug. 23. Time--3 to 4pm. Alarums on public address system; confusion in horribly cut-up waiting room. Passengers, even tho they have valid passage and confirmed space, are told they must get boarding passes for BROADWAY LTD. Hundreds mill around booths as each passenger seems to have problems requiring complicated negotiations. People run baggage carts into each other and tempers get short. Just as the breaking point nears, attendant opens gate; the stampede starts, only to be met head-on by human wave debarking from SUPER CHIEF, brought in with devilish ingenuity at that very moment on the adjoining track.

Donald W. MacLean (aboard the BROADWAY)

Concord, California

Rail Travel Newsletter, Vol. 3, No. 16 (Whole No. 66), Second Issue of August, 1973. Published twice monthly by Message Media, P.O. Box 9007, Berkeley, California 94709. Subscription $6.00 per year; single copy 25¢. STAFF: James Russell, Editor; Paul Rayton, Editor-at-Large; Kenneth Maylath, East Coast Correspondent; Peter Roehm, Northeastern Correspondent; Doug Ellis, Staff Photographer.
Scheduled mailing date for this issue: August 31, 1973.

AMTRAK IS SUING KANSAS CITY TERMINAL AND TWELVE RAILROADS

Amtrak late in August filed an anti-trust suit seeking triple damages--$15 million--from the Kansas City Terminal Co. and 12 railroads: ATSF, MoPac, BN, CM&StP, C&NW, CRI&P, ICG, KCS, N&W, MKT, Frisco and UP. The charge is that the defendants billed Amtrak for 70% of the costs of carrying mail on freight cars, an operation that does not involve Amtrak, and failed to credit Amtrak with revenues actually due to corporation for the mail it does haul.

NARP ISSUES PLEA FOR SUPPORT FOR AMTRAK FUNDING IN HOUSE

In its August newsletter, the National Association of Railroad Passengers issued an urgent request that members and other rail supporters contact their congressmen before the House reconvenes September 5 and takes up Amtrak funding bill, designated as H.R. 8351. Floor action is to come soon after the House returns, and NARP asked members to write their congressmen at their local offices if possible before they return to Washington. The Washington address of all congressmen is: House Office Building, Washington DC 20515.

ANOTHER DERAILMENT OF THE PANAMA LIMITED

Two issues ago we reported on the July 12 derailment of the Chicago-New Orleans PANAMA LIMITED near Chebanse, Illinois. Again, on the morning of August 21 the northbound train, running 4 hours late, derailed just north of Champaign, Illinois on ICG track. (As Passenger Train Journal noted in an editorial in the Spring-Summer issue, Amtrak's worst and first fatal accident occurred with this train--then called the CITY OF NEW ORLEANS--in June 1971, when 10 people were killed.) In the current derailment, apparently no injuries were reported. Three diesel units, 1 Amtrak and 2 IC engines, went on the ground, tipped at a 30° angle. The southbound SHAWNEE appeared on the scene and was halted. Passengers from the derailment were transferred ½-mile by bus to that train, and the SHAWNEE's passengers moved into the last 4 cars of the PANAMA, which were still movable. Then both trains were pulled backwards to the respective destinations of the passengers. Riders reported upon reaching Chicago that not one Amtrak person was on hand to apologize or explain.

AMTRAK ISSUES NEW TIMETABLES

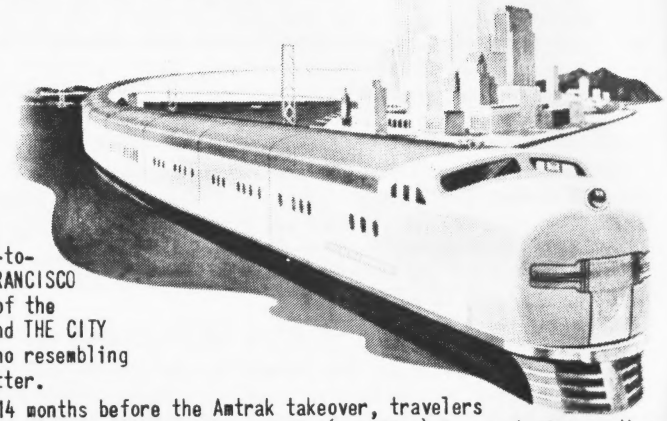
Without fanfare, Amtrak issued an updated national schedule dated August 1, with the main changes being the listing of the Washington-Cumberland BLUE RIDGE and the augmented SAN DIEGAN service. An August 15 East Coast schedule has also appeared, with the major alteration being the BLUE RIDGE listing. Both schedules physically resemble the April 29 schedules which they replace. The national timetable has a printing of 450,000 and the East Coast edition a printing of 3[illegible],000.

AMTRAK CRITICISM REACH NEW PEAK

Judging from mail received by RTN, train riders' criticism of Amtrak operations has reached a new high, both in volume and intensity. Altho many improvements have been noted, the most common complaints at present are of persistent equipment failures, of the congestion and frustration due to the train check-in [illegible] at Chicago, of the downgrading of the SUPER CHIEF, and of late trains.

TRAINS 5&6

THE SAN FRANCISCO ZEPHYR



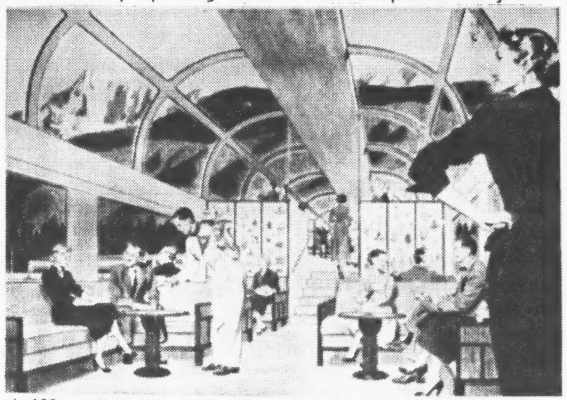
Amtrak's Chicago-to-San Francisco SAN FRANCISCO ZEPHYR is a hybrid of the CALIFORNIA ZEPHYR and THE CITY OF SAN FRANCISCO, tho resembling more closely the latter.

Until less than 14 months before the Amtrak takeover, travelers between the two cities had a choice of three daily (one-time) luxury trains on three different direct routes: the Western Pacific-Rio Grande-Burlington CALIFORNIA ZEPHYR, the Southern Pacific-Union Pacific-Milwaukee Road CITY OF SAN FRANCISCO, and the Santa Fe SAN FRANCISCO CHIEF. All but the CITY continued their luxury service right up to the day of their demise, but the SP's policy was one of cutting back services until the final product was a lack-lustre, rattletrap collection of worn-out cars with demoralized, surly crews. (The UP portion of the run, where in final years the CITY OF SF was combined with the CITY OF LOS ANGELES east of Ogden, continued as a well-operated service.) Patronage declined, and lack of coordination of timetables and impossible hurdles to obtaining tickets were major factors that drove travelers away from all three trains and onto other modes. There were petitions filed to discontinue all the trains, and the most important decision handed down was the Interstate Commerce Commission's ruling effective March 21, 1970: the WP portion of the ZEPHYR was to be dropped, with the Rio Grande segment to run tri-weekly and the Burlington part to continue daily; the CITY was cut back from daily to tri-weekly operation. The CHIEF continued daily until Amtrak.

Thus when May 1, 1971 rolled around, WP had no remaining passenger trains. When Amtrak decided on its Chicago-San Francisco routing, it clearly meant to re-create the CALIFORNIA ZEPHYR, but using SP's Donner Pass route in California with its better city connections, and probably also because WP was not required to join Amtrak. When that May 1, 1971 timetable was printed, it showed a routing over SP to Ogden, UP to Salt Lake City, Rio Grande to Denver, and BN to Chicago. But the last-minute decision by Rio Grande not to join Amtrak but to continue running its own tri-weekly ZEPHYR required a hasty change in Amtrak's plans, and it took the UP routing thru Wyoming, less scenic than the D&RGW's Colorado Rockies route. The corrected July 12, 1971 schedule showed the route now being used--the CITY OF SAN FRANCISCO Overland Route to Denver and the Burlington Northern ZEPHYR line to Chicago.

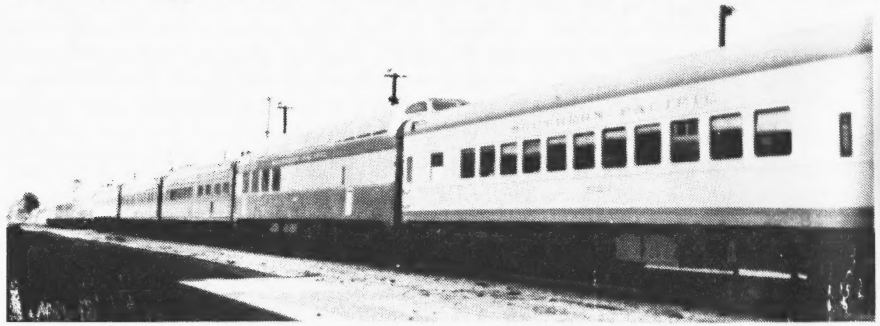
The CITY OF SAN FRANCISCO began operation in 1936 with just one set of equipment. SP used to call it "The fastest thing on wheels to Chicago" (see early artist's conception at left). Highlights of the train's history include the date January 13, 1952 when the westbound train became marooned in heavy snow for 3 days at Norden near Donner Summit. In 1954 the well-known SP dome lounges came onto the rails, having been rebuilt from 1937 flattop lounges (see illustration below right). These are now used exclusively on the SFZ by Amtrak, being the only domes SP will permit over its California and Oregon routes because of clearance problems--with the exception of 3 ex-SCL low-profile dome sleepers that Amtrak refitted with special swing hangers to reduce sway and tilt, work done in consultation with SP's engineering department. (These 3 cars have yet to see service on the SFZ, however.)

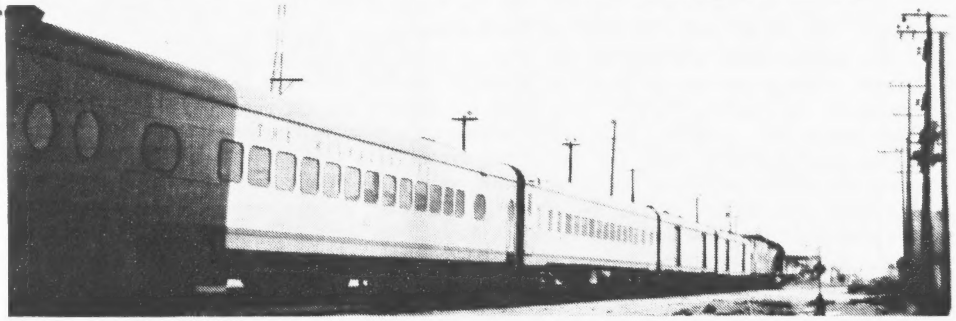
In the tri-weekly days just before Amtrak took over, the CITY was generally a short train patronized by die-hard rail users who braved all the obstacles to ride their preferred mode. On April 30, 1971, as Amtrak was preparing to take over responsibility for the trains, a long CITY headed west, deadheading much equipment including 2 dome lounges prior to the changeover (see lower photos, taken at Berkeley, one of 32 stops discontinued by Amtrak).



When the first Amtrak train headed east on May 1, 1971, it looked similar to the CITY that had preceded it, except that F units were now used exclusively rather than the SDP-45's of SP days. The train went without a name, so the railroads continued to call it the CITY. And it retained the old train numbers, 101 and 102. With the Nov. 14, 1971 timetable, Amtrak gave the train its own number (as it did all trains in the system), #5 & 6. The train continued to run tri-weekly, as the CITY had since the 1970 ICC decision. In summer of 1972 it went daily for the first time, and is currently running daily again for the summer. On June 11, 1972 the train name was changed to SAN FRANCISCO ZEPHYR.

The ZEPHYR enjoys the distinction of running over some track which has been rated as among the roughest in the nation--the BN lines into Chicago. There are persistent rumors that Amtrak will switch to a different railroad for that portion of the route. As if to compensate for this, the Western part of the trip is nearly glass-smooth.





TODAY...

What's the train like this summer of 1973? The graph above shows the lateness of arrivals of train 5 at Oakland from July 14 thru August 28, with the data of 3 days missing. The data were obtained by calling the recorded train-arrival message number (832-5750) daily. Of the 42 arrivals, the train was on time or early 13 times, for a 31% on-time record. This is well above the 10% figure of June and the 15.4% of May (see last issue) but does not include the timekeeping of the eastbound train. The average lateness of the train was one hour and 58 minutes, and the range was from 20 minutes to 6 hours late.

The regular summer consist between Oakland and Denver is 7 coaches and 3 sleepers. There is usually an SP dome lounge, although one consist has a regular, non-dome lounge, so no spectacular scenery viewing from it. Between Denver and Chicago, where the train is combined with the DENVER ZEPHYR, added to the consist (see list on next page) are a coach, a dome coffee shop, a sleeper, a slumbercoach, and another dorm car, bringing the consist to 19, one over the usual 18-car limit. An additional dome coach might be added on heavy days.

Our correspondent checked out the train a short time ago and verified the reports of others. Though not one of Amtrak's "priority" trains, it's one of the more interesting trains in the country, largely because of the scenery and the pleasant SP dome lounge. Dome lounge 3601, however, is showing considerable wear on its bright new (last fall) Amtrak upholstery--in fact, its appearance may be described as "tacky." Evidently the new cloth covers purchased by Amtrak do not wear well. The dome windows were dirty as the train left Oakland on its 48-hour trip; the front windows were entirely opaque. In the crunch for equipment to run the train daily, some cars of dubious quality had to be used. Notably, there are SP day coaches lacking even adjustable leg rests. Equipment failure occur, as they do throughout the system. An SP coach, for example, had heated

Photo above: Train 6 pulls into the Sacramento station 2 hrs late on an August afternoon

up to about 100 degrees on a warm August day coming West, and passengers had been sent to cooler cars. Most of the cars checked out rode well and were free of rattles and other such irritations.

The most noticeably lacking element on the ZEPHYR is the presence of Amtrak Passenger Service Representatives or any Amtrak person responsible for the overall quality of service. As a result, service is highly variable and unpredictable. Crew members range from surly to extremely helpful and friendly. Dining car stewards most often get low marks for a public-be-damned attitude. This situation should change in the near future, as Amtrak is taking steps to hire the train crews. (On their breaks, dining car crews sit and discuss their options--to join Amtrak or stay as a railroad employee--and they have highly divergent opinions. This may account for some of their tension--there's an air of uncertainty about the whole operation.)

Diners are pleasant--white linens and red napkins, Amtrak uniforms and fresh flowers. Breakfasts are good and quite inexpensive. Dinner, tho, has a choice of only 3 entrees.

Patronage is high. Two hundred fifty left Oakland one mid-week day, with at least 50 more boarding at Sacramento, spurred on by Amtrak's Monday-Thursday family plan. Lots of

(continued on page 19)

TYPICAL SUMMER CONSISTS OF THE SAN FRANCISCO ZEPHYR

DOME CONSIST:
SP F "A" unit
Amtrak-painted SP F "A" unit
UP F "B" unit
UP F "A" unit
UP baggage-dorm 6005
Amtrak coach 4468, refurbished
Santa Fe coach 2849
SP lunch counter diner 10208
SP 2389 coach
Burlington coach "Silver Cinch"
Amtrak coach 4494, refurbished
SP coach 2393
SP coach 2486
SP dome lounge 3601, refurbished
Amtrak diner 8054 "Silver Chef," refurbished
Amtrak sleeper 2262 "Placid Haven," refurbished
Burlington (CZ) sleeper "Silver Butte"
SCL sleeper "Sebring"

NON-DOME CONSIST:
SP F "A" unit
UP F "B" unit
UP F "B" unit
UP F "A" unit
UP baggage dorm
SP coach 2488
Burlington coach "Silver Sword"
Amtrak diner 8094
Burlington coach "Silver Shield"
Amtrak coach 4501, refurbished
SP coach 2493
Amtrak coach 5236
Santa Fe coach 2832
UP flattop lounge 6206
Burlington (CZ) diner "Silver Cafe"
UP sleeper "Placid Sea"
Burlington sleeper "Silver Ravine"
SCL sleeper "Homestead"

A VERY UNCERTAIN ADVENTURE

by Peter Putnam Bretz

THE TITLE IS DERIVED FROM A PHRASE USED BY A READER IN A LETTER IN OUR LAST ISSUE. RAIL TRAVEL IS NOT JUST A WAY OF GETTING FROM HERE TO THERE, AS PETE WELL KNOWS, BUT SEEKS TO REDISCOVER IN A HASTILY GRABBED TRIP THROUGH TWO COUNTRIES

Having just returned from a nice rail vacation in Mexico, I was settling down for the "old routine," when my employer said, "Pete, you're going to Canada." This with two hours notice. I was to deliver a vehicle to Edmonton, and was given expenses to get back to Los Angeles "any way you can."

Well! During the four days it took me to get up there, I plotted my rail wanderings. I had always wanted to ride the CN's Budd car from Edmonton to Grande Centre; there were also other interesting CN branch lines, plus the Northern Alberta. Since this was a rare time up in Canada, I was eager for new rail thrills, but the CN wasn't. As it happened, I arrived just after the "regular" regional rail strike was over, but just as the wildcat strike was on. Result: All the CN lines in Alberta, and most of those in British Columbia were shut down. The beautiful station in Edmonton, complete with baggage carousel, was silent and still, except for a small line of people queued under a portable blackboard chalked "Refunds."

So, after a quick revision of my plans, and a ride on the Edmonton Transit System's old Brill trolley buses, I found myself at South Edmonton, ready for the departure of #304, CP Rail's afternoon "Dayliner" to Calgary. There had been picket lines up at the station the day before, altho the train had run. No one was here today except the station crew and one other passenger. The self-propelled unit had been pushed into the station by a switcher, and after arrival at Calgary, pulled away by a switcher. I wonder why the yard crews didn't just run her by herself?

The Budd car is scheduled to cover the 191 miles in 205 minutes for an average speed of about 56mph. This, however, includes four intermediate stops. Leaving right on time at 5:25, we were soon moving along at a "right smart rate"--in fact, really traveling. Getting out my watch, I timed a mile in 45 seconds! Ninety miles per hour is the fastest I've ever traveled in an RDC; and the track didn't seem that hot, either. But she kept to the rails with no apparent problem. A crew member said that due to the strike, the regular engineer had been "bumped" by a senior man and since he was unfamiliar with the road, we weren't going any faster! "Oh, yes, we usually get up to 100 in places." So the Canadian Pacific wasn't stinting on speed.

An unusual feature on this run was the Rail Hostess. Her name was Lynda Kachur and had taken the job to finance her education at college. Lynda said that it was very unusual to have only two passengers, as the run regularly had 30-40 on board, and on the weekends, a 2-car train The strike had scared people away, they not knowing whether the car would be running. Since there were so few passengers we were treated to complimentary food. Th CP had provided soft drinks, coffee, cand bars and sandwiches--ham, chicken and sal mon. The ham and coffee were good altho, hard to balance at 80-90mph. Our car, No 9107, an RDC-2 (Budd, 1956), rode well an was free of excessive vibration.

At Tuttle, just south of Red Deer, we met our northbound counterpart and exchan ed hostesses. Each girl begins and ends her run at the same city, reversing direc tion at Tuttle. The northbound car was better patronized, about 2/3 full. Our new hostess was Susan Knox-Todrck, just a pretty as Lynda. (The only other Budd-ca run I know of with hostesses and food is the British Columbia Railway on the tri-weekly run from North Vancouver to Prince George. Of course, years ago there was also the B&O's very nice DAYLIGHT SPEEDLINER between pittsburgh and Baltimore. Oh those B&O Blue Plate dinners!)

We reached Calgary on time at 8:50pm. On the next platform were two sets of THE CANADIAN equipment, just sitting, dead because of the strike. The consists were similar, with 3 coaches, 1 dome coach, diner, 3 "Manor" series (5-1-4-4), 2 "Chateau" series (8 rm-1 dr-3 bd-4 sec), and a dome observation.

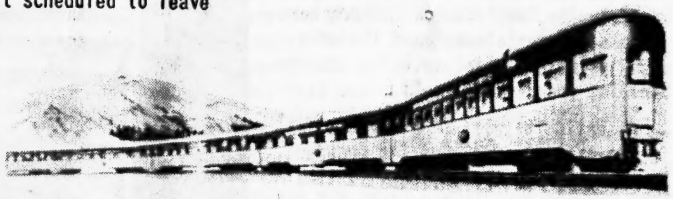
After checking into the Carlton Hotel, I noticed my notebook containing all my trip information was missing. After a few phone calls I reached the CP investigation dept., who said they would check the Budd car. Not only did they find my notebook, but they were nice enough to return it to me at the hotel. Now <u>that's</u> service! Can you imagine the reception if one had called the Penn Central with such a problem? (Ed. note: George Hyko reports leaving travelers checks on an Amtrak-PC train, requring 2 days and 4 trips to the station to get them back.)

Western Airlines International was my host the next morning (delicious breakfast) on a flight to Butte, Montana. A change in Great Falls, a stop in Helena, but then... We couldn't land in Butte because of turbulent winds. On to Idaho Falls. No extra charge, but a delay in getting a plane back north. Finally, another 737, a stop at West Yellowstone, and we were finally in Butte about 3 hours late. But no matter. The NORTH COAST HIAWATHA wasn't scheduled to leave until 4:35pm, and it was also late, not staggering into the Copper City until 8:24pm. The delay had been caused by a bad diesel unit. Pulling power off the line, the train had gotten later and later. And it had left Chicago 1½ hours late, waiting for three tour cars coming in off the BROADWAY LIMITED. About ten minutes before arrival, we could see the train afar off, coming down Pipestone Pass in a slow descent along the side of the mountain, the late afternoon sun shining on her as she took the curves and crossed the steel bridges.

The train arrived with Amtrak covered wagon #101 on the headend, followed by two B units and another A; NP baggage car 411, 3 Amtrak (ex-Santa Fe) coaches; ex-CALIFORNIA ZEPHYR dome-dorm-coffee shop "Silver Lounge" (refurbished); Amtrak coach 6403; a silver ex-Santa Fe coach; dome coach Amtrak 9450 "Silver Bridle," ex-CZ; GN dome coach 1329 in Big Sky Blue (ex-EMPIRE BUILDER); diner "Lake Josephine" in Big Sky Blue; ex-NP Lounge in the Sky sleeper-lounge (refurbished but still with brochure racks with NORTH COAST LIMITED logo); sleepers "Silver Falls" (10-6, ex-CZ), "Placid Valley" (11-bdrm, ex-UP), and "Silver Prairie" (ex-CB&Q, built for BLACKHAWK).

Only the first sleeper was refurbished, and I snuggled into roomette 5. Immediately I had to have the porter clean it. I asked him if the space had just been vacated, and he became very belligerent, wouldn't tell me, and explained very icily how he had <u>already</u> cleaned it. I shoved him some mess in the roomette, and he very reluctantly cleaned it up satisfactorily. Starting right out, a bad incident. By the time we left (8:30pm), I was famished, so I headed for the diner.

I believe that one of the best pleasures in riding a train--any train--is to enjoy a good meal in the diner while watching the scenery flash by. Is there anyone who does <u>not</u> know the words in the song "Chattanooga Choo Choo" that say, "Dinner in the diner, nothing could be finer..."? I guess that phrase is as widespread among the general public as "choo choo" itself, or the word "caboose." The dining car is still the bellwether of a train to people, rail boosters or not



unfair as that may really be). So, with houghts of juicy steak, "big" baked potatoes and white wine, I stepped into Lake Josephine."

My meal got off to a good start when was graciously seated by Mr. A. J. Cole he Steward. He informed me that, unfortunately, where the menu read "Rib-eye" teak, they were out and would be serving Top round" steak instead, and I should rder accordingly. I checked the table ettings--a mixture of GN, NP, SP&S, Burington and Amtrak utensils. Red roses raced the table, sand dabs graced the enu. I held the heavy silver-soldered ater pitcher up to read the underside. t was marked "GM&O RR." Altho I was sked my preference in cooking (medium ell), my Top Round arrived frozen in the middle. They took it back, graciously in fact, and returned it just ight. Now, I'm no steak man, but somehow this cut wasn't at all like the hamburgerish steak I'd been expecting. It esembled a thin, narrow sirloin. The ticket said $3.75, the proper price, so I enjoyed the meal, watching the Rockies nfold in the gathering dusk near Deer Lodge.

Upon paying the bill, I noticed the $3.75 had been scratched out and $5.75 ut in, the regular sirloin price. I pointed out this mistake to Mr. Cole. He said, no mistake, you ordered sirloin, you got sirloin. Well, if that small, narrow thing was a sirloin, I'd be surprised. Pointing to the ticket, I showed him where I'd written "Top Round." "No, no," he said, "Look, here you also wrote 'steak,' and the only steak we have is Sirloin. You ate the Sirloin, you pay for it."

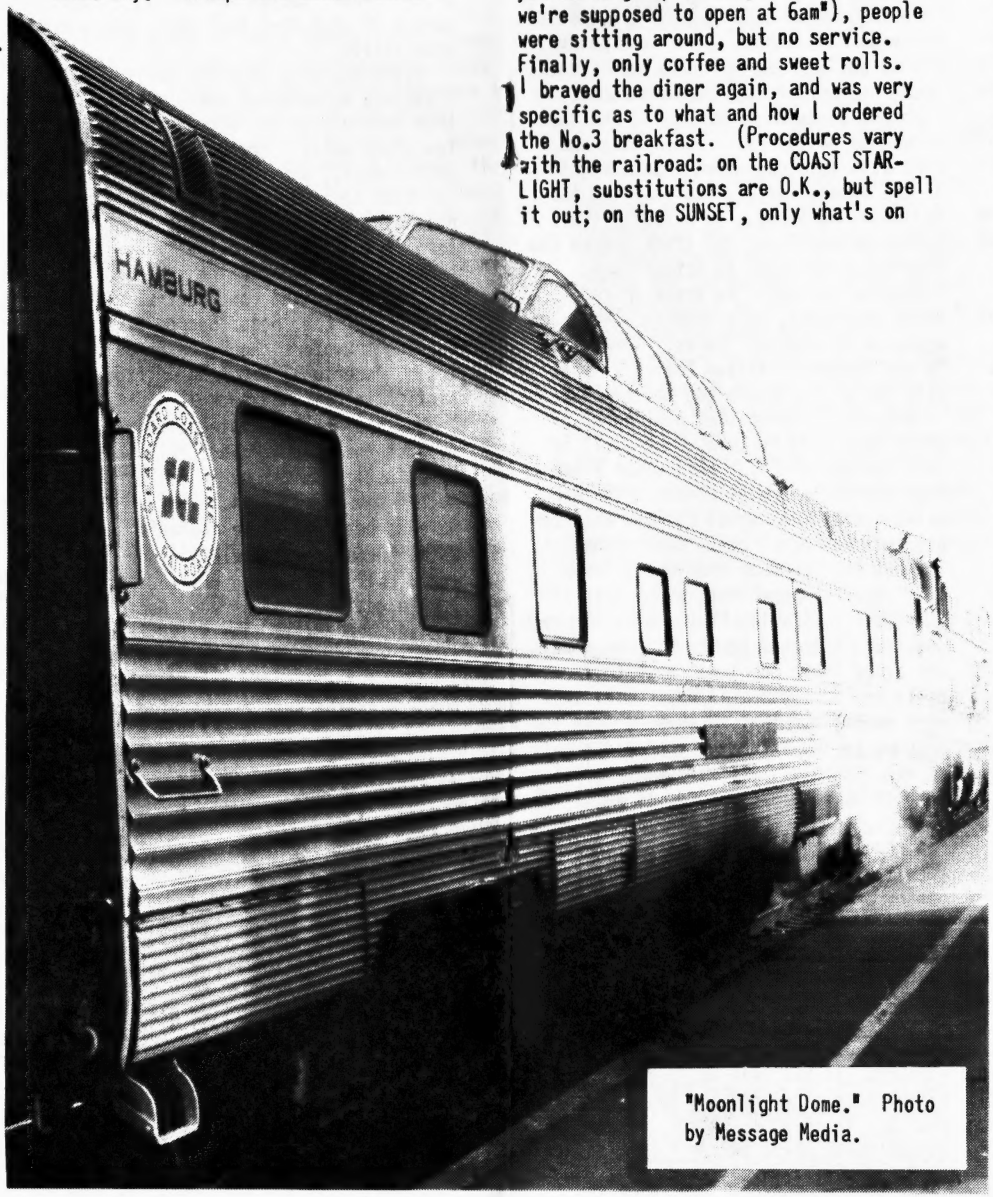
Asserting myself, I refused, offering to pay only for what I'd ordered. "O.K., you pay only $3.75, I'll take the other $2.00 out of my pocket," Mr. Cole stated. This not a gesture of politeness, but one of defiance. I felt correct, and was not to be intimidated. As I left the diner, the steward was loudly complaining of the incident to other patrons. Nothing like that would ever have happened on the old NORTH COAST LIMITED. In fact, I felt abused and bad all that night, so much so that I didn't even want to go into the diner for breakfast. Passing thru the train to get to the forward eating facility the next morning after leaving Wenatchee, I couldn't help noticing the messy condition of the coaches. Trash and papers all over the place, with no waste bags around. It looked as if the train hadn't been cleaned the previous day. Perhaps the coach attendants had gotten together and decided not to work. The dome sections had spilled drinks and more paper, full ash trays, etc. Whatever the cause, the NORTH COAST HIAWATHA that day was the worst I've ever seen a Western train, Amtrak or no.

After checking out the coffee shop car ("We won't serve for another hour yet as we get paid only from 6am and we're supposed to open at 6am"), people were sitting around, but no service. Finally, only coffee and sweet rolls. I braved the diner again, and was very specific as to what and how I ordered the No.3 breakfast. (Procedures vary with the railroad: on the COAST STARLIGHT, substitutions are O.K., but spell it out; on the SUNSET, only what's on the menu; on the SUPER CHIEF, just write No.3 with sausage & scrambled eggs, etc.) Altho I took care, still my scrambled eggs arrived sunny-side up, there was no sausage, just ham, no hash browns, and toast instead of the English Muffins I'd ordered. But--Mr. Cole was very good about returning everything, and presenting me with the proper breakfast, just right and very tasty.

My table companions finished before me and ordered an additional item which was put on my ticket by mistake. Rather than confuse things, they gave me the additional amount. When I pointed this out to Mr. Cole, saying it was all right, he was very insistent that it was <u>not</u> all right, correcting things so they would be "right."

Glad to leave the diner, I settled back in "Silver Falls" for the rest of the run to Seattle, thinking on the good parts of this trip. For one thing, due to our lateness, we would be ascending Stevens Pass in daylight, and I had never been over the GN's main line. Up in the forward dome, some kids were eager for the long tunnel. "Is this it?" asked one. No, just a shorty. Then, a longish tunnel. "Was that it?" No, not yet. Then, finally, around a curve and the large sign proclaiming "Cascade Tunnel--8 miles long." It took us 15 minutes to go thru. We had left Wenatchee 3hr 23min late, at Everett 8min ahead of the PACIFIC INTERNATIONAL time, and into Seattle at 11:05am.

Rushing into the King Street station, I procured my seat in a coach to Oxnard, and was first in line for the train. Here came the PACIFIC INTERNATIONAL about 15 minutes late. It sported an E-8, a full diner, dome coach and observation car 3345. Now, that was interesting enough, but when I checked the consist of the COAST STARLIGHT, complete and utter surprise! No. 11 had the usual consist of SP SDP-45's, eight coaches and lunch counter car, lounge 3330 and diner 8034, sleepers "Natural Bridge" (11-bdrm ex-C&O), "Blue Water" (10-rmt, 3-bdrm, 2-cmpt ex-Santa Fe), "Pine Brook" (10-6 ex-Santa Fe), <u>and</u>... wonder of wonders, "Moonlight Dome," the ex-B&O sleeper dome! The car was on the rear of the train and was in revenue service, not deadheading. I was not going to miss this rare treat, so back to the ticket window, a bit of scrambling, but yes, there was space available and I was assigned roomette D to Oakland.



"Moonlight Dome." Photo by Message Media.

"Moonlight Dome" is one of 3 such cars built for the Chessie but sold to the B&O. Operated on the SHENANDOAH, this car sported spotlights ahead of the dome to light up the countryside at night (a B&O exclusive). After a stint on the SCL, "Moonlight Dome," as well as sisters "Starlight Dome" and "Sunlight Dome" (run on the CAPITOL LIMITED) are all refurbished in Amtrak colors now. The car has 5 standard roomettes, 3 "drawing rooms" that are slightly bigger than compartments, but both beds are lowers, resting side by side. Then, there is one accommodation under the dome which was "roomette D." But what a roomette! Space and more space. Full sofa bed, extra chair, toilet in an annex (altho open), closet space, etc. Basin had the ice water tap inside as well as another ice water tap up in the usual place inside the cabinet. The only bad thing was the window. It was small and on a level with other windows. Since this space was under the dome, I had to stand up to see out the window. But so what. I had seen the line many times, and anyway there was that beautiful, low-profile dome right overhead.

But then...unfortunately...the air-conditioning went slowly, slowly out of order. A gray cool day saved the situation, and in spite of everything I got a comfortable night's sleep. But I was glad to be out of the car at Oakland. Down the coast it really heated up, and the dome was out of the question. Too bad, but good while it lasted. Finding my way to my room at night was difficult, however, as all the power had gone out with the air conditioning, and only weak battery lights were on. No hot water, of course. Checking my records back home, I found that my space was originally called a single bedroom. New for me.

The inside of the train was nice. The lounge (#3330 ex-SCL squareback tavern-observation) was full of people having a good time. Perhaps taking a tip from a suggestion made in RTN, Amtrak had bowls of popcorn available as well as bite-size pretzels and the ever-present almonds. Amtrak had just raised the prices on soft drinks, tho--35¢ instead of 30¢.

Announcing movies and games in the lounge, Amtrak Hostess Jill Weber later had to cancel entertainment the first day because she feared the batteries in the car. But, going thru the Salinas Valley, at long last, I got to see the closed-circuit TV sets in operation. She showed a movie called "Fear is the Key," which turned out to be like a bad television show. It was nice, however, to watch the Sony TV set (very good color) utilizing a JVC videotape deck. Passing thru Vandenberg AFB, we were all treated to horse race games, where each patron filled out a prepared sheet and listed his choice of winners for six races. Then the cards were turned in, and the races run on the TV screen. This was done with tape cassettes from A Night at the Races, Inc., which supplied the different runnings. We actually saw horses moving along the track toward the starting gate, then an actual race, filmed beforehand. No track or real horse was named, only numbers. The "names" appeared on players' cards. Sounds of "C'mon number 4" filled the car. Those with the most winners got the best prizes.

This day's train also had Amtrak diner #8034 (ex-Santa Fe 1483, Budd-built in 1937 for the CHIEF). This diner I had reported on before as having a certain extra "something" about it that made for pleasant meals. I still can't pinpoint it, but this car has charisma. Maybe it's just the panelling, maybe this or that, but I like it. Yet, to be thorough about it, I talked to the kitchen crew and asked their opinions on what improvements could be made, if any. They were very specific. "Cut an opening from the kitchen to the outside, right along here," it was suggested. It was obvious that such an opening was needed, to facilitate getting garbage and supplies in and out. The regular supply door was placed awkwardly. Also, it was agreed that the pantry area was very confining for more than two or three waiters at a time, and that its design placed food right above open garbage. No way to correct the situation without making the space smaller. Altho refurbished in the dining area, nothing substantial had been done to the kitchen. It was just as it was in 1937 except that minor repairs had been made over the years. So, Amtrak, please pay attention to areas we can't see, as well as "window dressing."

Even tho the dome car was sweltering, I braved it for the passing of northbound #13 up on the mountain above San Luis Obispo. It's fun to look down on the engineer of the other train as the big SDP-45 passes. The other STARLIGHT had no dome or observation, but 16 cars, running about 20 minutes late. The ride down along the ocean was as pretty as always, watching the waves crash continuously on the beach. Finally, Oxnard at 7pm and another journey came to an end.

CALDOT

by Robert J. Swan

WHAT HAPPENS WHEN THE LARGEST STATE IN THE UNION DECIDES IT NEEDS A DEPARTMENT OF TRANSPORTATION? WILL AMTRAK RUN COMMUTER TRAINS IN SOUTHERN CALIFORNIA? BOB SWAN IS DEEP INTO THE TRANSIT SCENE

All right, dear reader, big government is here; things are not only as complicated as they were, say, during the days preceding Amtrak. You like trains and furthermore wish to improve public transit by rail? Now you've got mind-boggling complications!

Ray Hebert in the Los Angeles Times of July 1 says about 22 states of this nation now have their own Department of Transportation. As of that date so does the Golden State which is no longer served by the Limited of the same name.

The complications started with LBJ's Great Society, all praise to this great man who honored a child's right to learn, a citizen's right to be equal, the public's right to have Metroliners ...and other public transit improvements.

The theory still sounds good. Has anyone devised anything better? But the complications of the theory must be implemented by mere mortals, and at the grass roots level, your turf versus my turf, I'm busy, let John look after it, John is busy too, so the special interests and paid theoreticians take over and what do they come up with?

The theory is: We'll provide federal funds; you local places do your own local transportation planning because you know your own needs better than we in Washington do. But since you are so many localities within a region, let's have a clearinghouse to say that one local plan does not run against some other local plan; in other words, let's have a regional transportation agency say that the local plans conform to regional plans. With this O.K., local places get 2/3 federal funding; without the O.K. they would only get 1/3 or even none at all. And, consider, different local places go over the boundaries of other local places.

Well, take around here, the Los Angeles metropolitan, regional area. The local transit district covers most of the county. The county has over 70 cities. Each city, the county, and the "rapid transit district" (RTD) may have their own ideas. And all of them plus the same versions in other Southern California counties, are voluntarily joined into a regional planning agency called SCAG (South. Calif. Association of Gov'ts). Who is on SCAG? Each local place's governing body elects a member, sometimes more, as its delegate to SCAG's assembly which meets infrequently. Day-to-day decisions are made by an executive committee. And SCAG has some paid staff, and some of the delegates belong to their transportation committee. SCAG and the San Diego regional agency and the state highway people are now studying multimodal transportation in the Los Angeles-San Diego corridor, incidentally.

All right, you have these regional agencies to O.K. federal funds. Your state passes new taxes for transit, so these regional agencies determine which local place gets how much. We have transit agencies in several cities and several counties around here, for instance. Someone begins to wonder

The state planning theory is: local places have their plans coordinated by regional transportation agencies. Regional transportation plans are submitted to the state for adoption as the state transportation plan, the State Transportation Board being the agency to iron out differences by Jan. 1, 1976. Public hearings are to be held at every step. Sounds great. You can't fault this theory. Now for the practice.

Well, as one of its purposes, the RTD had consultants again come up with a plan which, according to Ray Hebert on July 22, "resembles in many ways the abortive 1968 proposal." Six or seven billion dollars spanning a decade or more, for an as yet undetermined type of rapid transit (6 lines), 2 more busways, conversion of the present new busway to rapid transit, and manners of reserved traffic lanes on streets and freeways.

The RTD is already holding public briefings. There'll be one in Long Beach shortly, for instance. In one day the Long Beach City Manager asks and receives the City Council's permission to present his comments as the city's position to the RTD's community meeting. (Is he concerned with automated or manned trains, standard or wide gauge, or TACV, magnetic levitation-linear propulsion, or rubber-tired trains? Is he concerned with the ultimate choice as it affects existing railway operations at crossings whose protection already involves a public investment not yet paying off with simultaneous rail passenger transit usage? Is he concerned with the cost of later extensions for better servicing by rapid transit if the hardware finally chosen is very costly so therefore very costly to extend?)

Seventy-some cities in L.A. County, 116 miles of proposed rapid transit, 24 of busways, faster bus operation on city streets, the consultants have chosen routes to please a majority of rapid transit district voters next year who are concerned not with what is built nor with its cost nor with its efficiency, but their concern that it be showing results here first. But the RTD plan is having some problems clearing the regional agency. Because those billions are more monies than are forthcoming from Uncle, and other transit districts want some too.

In the same arena, in another ring today, the new State Director of Transportation introduces himself at the RTD's Board meeting. And the RTD throws him a hard question that is worrying them. SCAG won't approve the funds we want, the directors tell him. The transportation chairman, who is an Orange County supervisor, is holding them up. That's privincial! Orange County and the other SCAG members have more votes than the L.A. members of the region. So let's bypass SCAG; you of state transportation are more knowledged, objective, so you approve our fund requests to continue with our planning.

Well, said CALDOT Director James Moe and Neil Dunham, his Deputy Director for Transportation Planning, we do hope you all can get together and talk this out. But there has to be a way to settle differences, and the problems will come up in the required progress reports. The answers may lie in changed legislation or catalysis from the state level. Or resolution by the State Transportation Board in their hearings after they receive the regional plans. So it is possible the RTD may not get their way because other regional members disagree with the RTD's plan as a portion of the regional plan. So, theory good, practice rough! And the federal Urban Mass Transportation Administration with the purse strings wants to know that the RTD process is compatible with SCAG critical guidelines, guidelines not yet developed, by the way.

And in the City of Los Angeles, the RTD plan is being considered by a council Ad Hoc Committee on Rapid Transit, advised by city staff technical experts, who wanted approval to help SCAG develop these guidelines. No, said the committee--the City Council has the final say --we haven't developed our own position yet, and SCAG may assume that the technicians' position is the City's.

Commuter trains. County Supervisor Baxter Ward is bound and determined to have commuter trains, and not for 6 billion dollars. He's something different; he wants to be fair to the railroads.

But RTD continues to consider commuter trains only as an interim thing. A few years ago RTD's predecessor, the MTA, felt the same way on continuing the Pacific Electric red cars--for the interim, until the panacea, then we walk out, leaving the railroad holding the bag for crossing protection improvement, improved track maintenance, other items--grossly unfair. But Baxter Ward, being honest and fair, may eventually get results as he learns as he goes along. A meeting of county, RTD and railroad officials has been authorized by the public agencies, with the thought that condemnation suits, costs, right-of-way payments, operating deficits would be paid by the county, with RTD supplying feeder bus service. And Amtrak is to be asked about running the commuter trains and of course Amtrak cannot do that under the law; just shows you how complex things are and how prevalent misunderstanding is.

The California Legislature wanted to make sure that regional agencies would have the final word in their transportation plans, as long as those plans mesh with neighboring regions. So the State Transportation Board set up such guidelines and then the legislature gave them monies to plan with, and to help local places plan with. The CALDOT has its multi-modal civilian commissions: Highways, Aeronautics, the State Transportation Board, and Toll Bridges. Who plans railroads? I put it this way to Moe and Dunham:

The City of Lomita is not competent to propose a state railroad plan to SCAG. SCAG, for that matter, is not competent to propose a state railroad plan. But the CALDOT Law is broad enough to cover it, even tho the indicated solution as I see it probably was not intended--or even thought of--at the time the law was written. The Law invites input from all concerned state departments, commissions, any and all interested or concerned. The state's Public Utilities Commission is competent on overall railroad transportation, and I am suggesting that they would be the agency on railroad planning. Dunham, responding for Moe, agreed that indeed the PUC would among all agencies have that competence. (Memo to me: advise the PUC that they will be doing some planning on our future railroads; and I told Moe and Dunham how well Amtrak is doing.)

TACV was not mentioned, of course. Senator Tunney's West Coast high-speed transportation study bill would have the federal DOT consult with concerned state officials and of course, regarding existing lines, the private railroad officials. And the state's master plan will include not only regional transit plans, but plans for public and private railroads, maritime, air transport and all the answers on how are not yet in but we're in the process of identifying the problems and finding the answers, as Dunham said.

Well, all these local, regional plans, the progress reports, these conforming with guidelines to be sent down from the State Transportation Board, will be sent up to James Moe. And he will hold hearings. Then he sends his versions to that Board. And they hold hearings. No, it would be very expensive for people like me to go to any of these hearings on a meaningful level as far as railroad planning. So how does a viewpoint on evolutionary rail improvement get introduced? After all, the Governor's favoring of railroads for freight, and TACV and air service for intrastate passengers is well known. And how wide the tracks? BART tracks are wider; extend or share existing?

Moe's internal departments at CALDOT are Legal, Administrative Services, Highways, Mass Transportation, Aeronautics, Transportation Planning. Joseph Crotti heads the divisions of Mass Transportation and Aeronautics. The former state highway districts are now multi-modal transportation districts. Don't go away. Watch this, the working and evolution of democracy, the greatest show on earth. Morass or millenium, what will the conclusion be? More trolley buses, limited tramlines, and modern streetcars??!! And in your state?

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QUOTES OF THE WEEK***

"...a vast change has come about in recent years in our approach to meeting our transportation needs. No longer do we--nor can we afford to--consider highways, airways, railroads and waterways as separate and distinct forms of transportation, each going its own way, with no interest in, or concern for, the problems of the other modes. Now we know that each of the travel modes must be integral, interrelated parts of a total transportation system... ... our program today is heavily people-oriented. The days when the main concern of engineers was to build a highway between two points in as straight a line as possible are gone--and they shall not return."

--Federal Highway Administrator Norbert T. Tiemann in address to Institute of Traffic Engineers, Minneapolis, August 20

"The French turbo trains are not at all like the turbo trains we have in this country, in that they are comfortable, they run smoothly, they do not bump and jerk, and they never catch on fire. I talked with several American railway technicians who were on board the delivery run, and I gathered from what they had to say that there would have to be certain modifications, presumably to make these trains bump and jerk and catch on fire, before they can be approved in this country."

--Ernest M. Frimbo in The New Yorker, August 27

Urban-Suburban Transit

NEW YORK SUBWAY accident left one man dead and 18 passengers injured, trapped in a hot, smoky train for over an hour before rescue on Aug. 28. A concrete tunnel archway collapsed on the train, caving in part of a car and setting an electrical fire...

A MONORAIL SYSTEM between El Paso, Texas and Juarez, Mexico has been approved for construction, which will begin in March with completion date in early 1975. Ten million dollars is the cost of the guideway monorail which will run 1½ miles from downtown El Paso to downtown Juarez...

NO PUBLIC BUS transportation will exist on California's Monterey Peninsula after September 25, when the local system abandons service. But local officials are looking at the SP right-of-way and talking about a possible intra-city transit system or scenic tourist route. SP will lose freight revenue when a sand plant at Del Monte Forest closes down in the near future and the railroad may not need some of the tracks...

ATLANTA-TO-MACON rapid transit system was publicly proposed August 17. The Georgia State Department of Transportation said the idea has been under consideration for some time, and now a preliminary study will be made. The interstate highway linking the cities is inadequate to handle the growing traffic between them, said the Department, which also suggested that it may turn out that a Chattanooga-Atlanta system would be preferable initially...

THE WEEKEND TRAINS Los Angeles to San Diego (Nox. 774-777) will be discontinued at the next schedule change, with the last trip on October 26...

LAZY, OVERSTUFFED PIG? That's what a Los Angeles County Supervisor called the Southern California Rapid Transit District Aug. 14 for its lack of vigor in joining the Supervisors' efforts to have excess state sales tax funds designated for public transportation, reports the L.A. Times...

THE ROCK ISLAND got its 10% fare increase Aug. 13, but the line must fix up its tracks between Blue Island and Joliet to allow safe operation or rescind the higher fares, according to the Illinois state regulatory commission...

canadian news letter

CANADIAN RAILROAD STRIKE continues and intensifies. With no progress toward a settlement, the 57,000 members of the nonoperating railway employees union continued selective walkouts, in addition withholding advance notice. On August 23 a nationwide strike began, completely tying up the 11 involved railroads and stopping freight movement in addition to passenger trains across Canada. As we go to press it was expected that the Parliament would be reconvened in order to invoke federal back-to-work laws to halt the crippling strike. A similar event ended the last nationwide Canadian rail strike in 1966. Two other unions had been drawing up plans to strike within the next few weeks...

AMERICAN CUSTOMS INSPECTORS are forcing all passengers to leave Amtrak's PACIFIC INTERNATIONAL at the border on southbound runs. This results in monumental delays (due in Seattle at 11:15am, the train has been coming in as late as 12:53pm, or almost six hours after Vancouver departure--while buses make the trip in 2 hours, 55 minutes). On days when the southbound run is very late, the connecting COAST STARLIGHT leaves Seattle on time, and is held at Portland for non-stop buses from the Seattle Amtrak station carrying thru passengers south. With luck, a non-stop bus can get from the Seattle to the Portland station in 3 hours, thus minimizing the delay to the STARLIGHT. An analysis by RTN of records for the period August 18 thru August 27 showed six delays on those ten days due to connections, the delays ranging from 5 to 23 minutes in length. Incidentally, they proved to be the second most frequent cause of delay to the STARLIGHT between Portland and Eugene, the most common being slow orders, accounting for an average of 12 minutes lost daily (range 8-20 minutes). The longest average delay (14 minutes per day, occurring 3 times) was, however, due to massive equipment failures in engines and cars...

SOME GOOD NEWS about the PACIFIC INTERNATIONAL: the Amtrak (ex-SCL) lounge observation #3341 has been added to the consist, making this short Seattle-Vancouver run sportier than ever. Reports are coming in, however, that the dining car crew on that international train has perfected a surly-arrogant-insolent act for the benefit of summer travelers...

A FERRY STRIKE stranded travelers and commuters for 3 days starting August 17 when the British Columbia government ferries were struck by members of the B.C. Government Employees Union. A settlement was finally effected. In other ferry news, CP Rail truck ferries normally operated on the Vancouver-Victoria run have been diverted on occasion to Seattle during the rotating rail strike. Rumors that CP Rail's summer-only Princess Marguerite Seattle-Victoria service would be cancelled have so far proven unfounded. The Marguerite has been very busy this summer, sometimes returning to Seattle 30-50 minutes late in the evening...

RAILWAY TO ALASKA grows closer! More details of the rail-construction agreement between CN and the British Columbia Railway have been announced. The BCR will build its northwest extension beyond Dease Lake to Lower Post, just inside B.C. near the Yukon border. CN will then build a route north from Lower Post into the Yukon to Whitehorse, and eventually to Dawson City, near the Yukon-Alaska border. CN will construct a connecting route from its Prince Rupert line at Terrace, B.C. north to the northwest-trending BCR line, allowing CN trains to reach the Yukon. In exchange BCR receives rights to operate over CN tracks to Prince Rupert, B.C., where a new $23 million terminal will be used by both roads. All that remains to complete the Alaska link is a line of the U.S.-owned Alaska Railroad east from Fairbanks to Dawson City, Y.T., and assuming construction of the controversial Alaska pipeline, this projected route may become reality sooner than most people think...

mixed train of thoughts

AMTRAK'S CASE FOR abandonment of the Richmond-Newport News, VA portion of the RILEY/WASHINGTON has now apparently been properly filed with the ICC (that body rejected it earlier due to improper filing), and the trains (#98-99) have been ordered continued until at least Dec. 21 while the ICC investigates the "environmental impact" of the discontinuance. The ICC also has postponed proceedings on all rail abandonments for 2 months while it appeals a lower court order that it must file an environmental impac statement prior to hearings on all such abandonments..... DINNER WAS CANCELLED on the loaded COAST STARLIGHT heading north the evening of Aug. 24 due to 2 steam generators quitting in the engines, and lights and air conditioning going out in the diner. Presumably 400 passengers had to try for cold sandwiches in the snack car. No change or repair was done at Oakland, where the problem was already quite in evidence.....

* * *

MEMBERS OF PARLIAMENT were returning from their vacations August 29, at last word, to begin legislating an end to the nationwide Canadian rail strike. They were expected to do so shortly, with the trains to be running again Sept. 3 or 4. Prime Minister Trudeau termed the strike outcome a national emergency..... THE DALLAS TRAIN--what's happening? Not much, according to Dan Monoghan. The arbitration panel in Washington has set another meeting in September, but so far, says Dan, "has been playing the role of marriage counselor and simply urging the two parties to settle the differences themselves"--the differences being, of course, whether or not SP will let a Dallas train run over its lines without extremely costly trackwork..... NEW MICHIGAN TRAIN coming: reports are that the proposed Chicago-Port Huron train on Grand Trunk Western could get running with little or no financial help from local governments. What's mainly needed locally is reconditioning of depots (there's where local supporters could come in, as they have done so nicely in Vermont). Amtrak official Richard Tower was quoted by the Michigan press as saying "my presence here does not mean we definitely will run a train," but added that there was a possibility that "in a matter of months" the service might begin..... MOPAC SPECIAL TRAIN ran from St. Louis to New Orleans August 22, reports Robert Lampert, composed of four business cars (MP 10, 9, 1, 8) and #11, a 10/6 sleeper--all in fresh royal blue paint. He also reports the NATIONAL LIMITED's equipment is improving, with more refurbished equipment in the consists. The discontinuance of that train, by the way, is being thwarted by the fact that ridership rose 52% the first 6 months of 1973. As the Wall Street Journal puts it, "Nixon budgeteers are less than delighted." Why? Shouldn't all people interested in the general welfare be delighted at such an occurrence? Sometimes, though, people start juggling figures around and forget about the reality that those figures are supposed to represent..... METROLINER TELEPHONE SERVICE is to be extended a year beyond the present Oct. 31 cutoff date. The AT&T is also asking a rate increase for the novel service..... FUTURE THINGS COMING: Amtrak apparently plans to be running another CHIEF next summer, tho the financial picture of that second L.A.-Chicago train was not good last year, which is why it was not run in 1973. Amtrak is also not forgetting the San Joaquin Valley of California. Work on the new service is still underway, one reads between the lines, with RDC's to run Oakland-Bakersfield, hopefully on a 6-hour schedule, with a bus connection between Bakersfield and L.A. a la the old Santa Fe days..... ILLINOIS CENTRAL GULF is asking the ICC for commuter fare increases in the Chicago area, varying from 7 to 132% depending upon type of ticket..... THE FRENCH TURBOS were delivered intact to Chicago (see last issue), but not without some problems. It was found that a radio signalling device on PC trains was tuned to the same frequency as a control on the Turbos that would shut off the fuel to the engines, and when the radios were used, the engines would stall. Reportedly a full glass of water was placed on the floor of one train, and none had spilled by arrival time, demonstrating the good ride of the trains even on the poor PC track. See a very interesting article in The New Yorker (see QUOTES, describing the delivery trip.....

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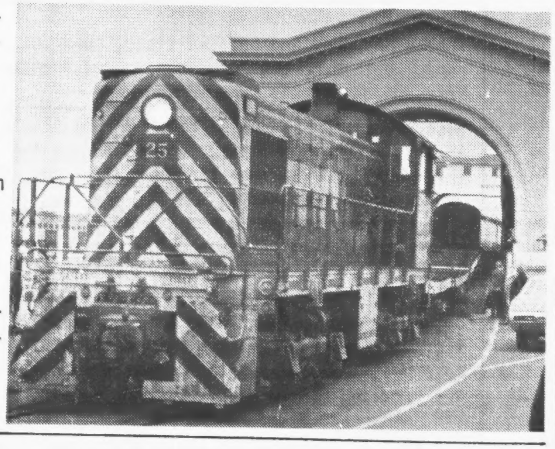
STATE BELT RAILROAD engine 25, and in fact the whole San Francisco waterfront railroad got a new owner August 22--Willis B. Kyle, chairman of the board of the American Short Line Association and owner of the Yreka Western, the Oregon Pacific and Eastern, and the Lahaina, Kaanpali and Pacific in Hawaii. The deficit-ridden operation was given to him gratis to see if he could make it profitable. In the photo below, engine 25 is hauling the FLYING SCOTSMAN off a WP ferry on September 29, 1971 to go on exhibit in San Francisco..... INCREDIBLE BUT TRUE: the first class diner on the SUPER CHIEF/EL CAPITAN will be removed September 9. Patrons will use the coach-class EL CAP diner instead, which gets an expanded menu--but no linens. Santa Fe reportedly threatens to withdraw use of the name "SUPER CHIEF" if this downgrading occurs. Dome lounge is to go also, to get some shopping.....

ERRATA: The item below is the continuation of p. 13, omitted from its proper place.

about meshing all the regional plans into a state plan.

Well, in 1967, Governor Reagan did just that. He assembled a blue ribbon task force, supported by available consultants from every facet of every kind of transportation. They recommended what has finally evolved into the present state transportation planning policy. So last July 1 the highway-oriented California Department of Public Works became the multi-modal Department of Transportation (CALDOT).



SF ZEPHYR (continued from page 7)

families aboard, more young people than before Amtrak. For the most part they don't look uncomfortable, even after 2 days on the rails, and no one complains aloud about a delay of 1½ hours getting in.

This train is recommended riding for the coming fall season. Already fall reservations are flowing in so fast that one agent predicts no real seasonal slump. It would be wise to reserve early. The occurrence of the first snowfall in the Sierra is highly variable and unpredictable (like the train itself), but might be expected about October. Then the mountain scenery becomes even more spectacular. RTN will give a free one-year subscription to the first person mailing us a first-hand description of a ride on the ZEPHYR during the first post-Labor Day snowfall in the Sierra. Coming up in September, it is said, is also the inauguration of the stop at Truckee, for direct access to Lake Tahoe. We look forward to continually improving train riding on the Overland Route.